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Metropolitan Plan for the Metropolitan Toronto Planning Area.

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FOR THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

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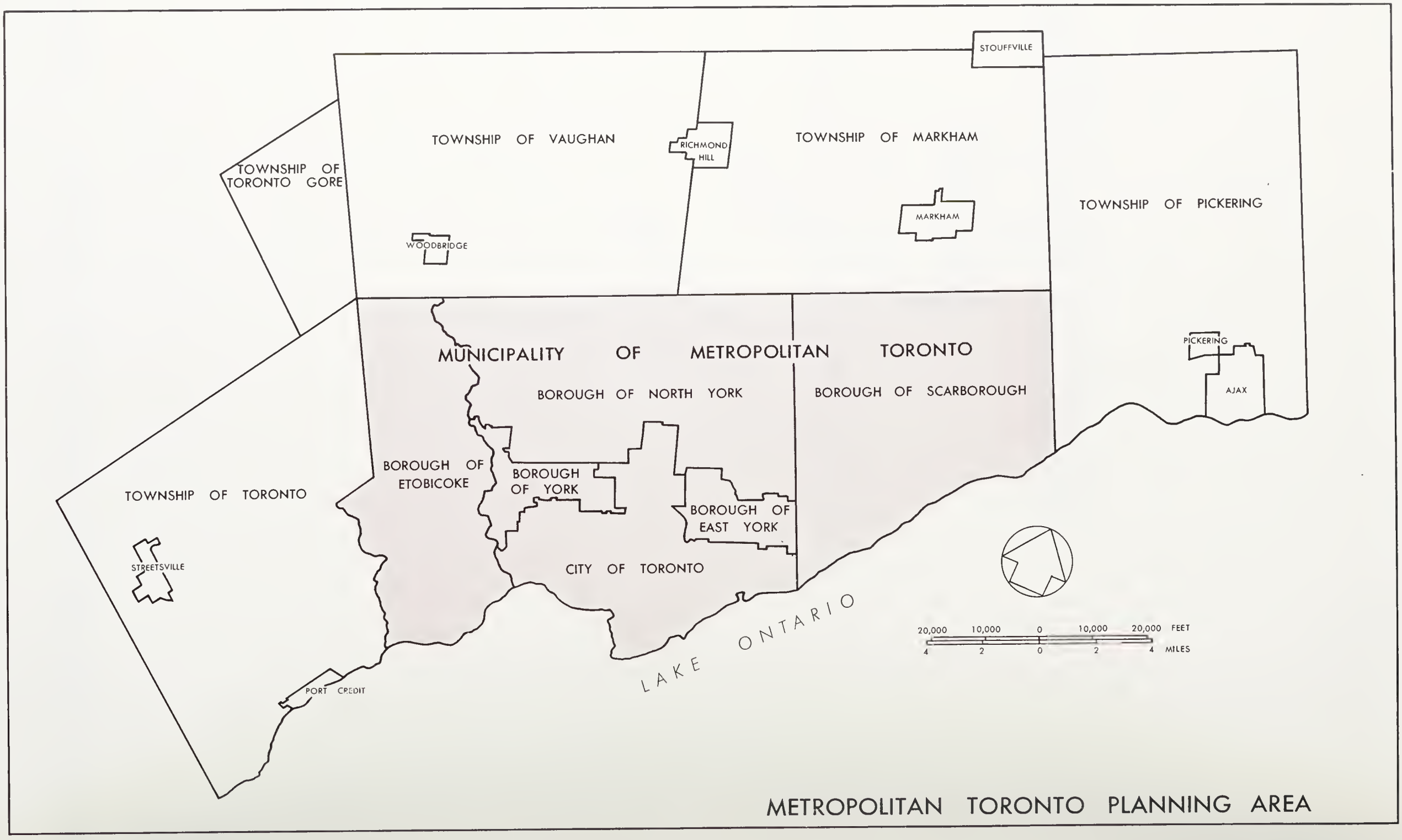
METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966



METROPOLITAN TORONTO PLANNING AREA

METROPOLITAN TORONTO PLANNING BOARD

CITY HALL • TORONTO 1 • ONTARIO

C. J. LAURIN
Chairman

W. G. MESSER
Vice-Chairman

W. WRONSKI
Commissioner of Planning and Secretary-Treasurer

R. J. BOWER
Deputy Commissioner

December 7, 1966

TO THE COUNCIL OF
THE MUNICIPALITY OF METROPOLITAN TORONTO

At a special meeting of the Metropolitan Toronto Planning Board on this date, the Board considered certain revisions to the proposed Metropolitan Official Plan as recommended to you by this Board on December 15, 1965, and the recommendations of the Official Plan Committee and Executive Committee of Council with respect to that proposed plan, and resolved:

THAT the Metropolitan Planning Board recommend to the Metropolitan Council that the Plan as amended be adopted by the Metropolitan Council as a statement of the policies of the Council and as a guide to the future development of the Metropolitan Planning Area, in order to determine the more appropriate planning procedures and legislative provisions required to administer and implement an Official Plan of a Metropolitan Planning Area.

C. J. Laurin

C. J. Laurin, Chairman

W. Wronski

W. Wronski, Secretary-Treasurer

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METROPOLITAN TORONTO PLANNING BOARD

CITY HALL • TORONTO 1 • ONTARIO

C. J. LAURIN
Chairman

W. G. MESSER
Vice-Chairman

E. COMAY
Commissioner of Planning and Secretary-Treasurer

W. WRONSKI
Deputy Commissioner

December 15, 1965

TO THE COUNCIL OF
THE MUNICIPALITY OF METROPOLITAN TORONTO

WHEREAS, in accordance with section 10(1) of The Planning Act, the Metropolitan Toronto Planning Board has studied the physical, social and economic conditions of the Metropolitan Toronto Planning Area in relation to its development;

and has held public meetings, published information and consulted with municipal councils, boards, agencies, organizations and individuals for the purpose of obtaining their participation and cooperation in determining the solution of problems or matters affecting the development of the planning area;

and has prepared a plan for the planning area suitable for adoption as its official plan;

NOW, THEREFORE, in accordance with section 10(1)(d) of The Planning Act, be it resolved that the Metropolitan Toronto Planning Board recommend to the Metropolitan Council the Official Plan of the Metropolitan Toronto Planning Area for adoption.

C. J. Laurin

C. J. Laurin, Chairman

E. Comay

E. Comay, Secretary-Treasurer

WILLIAM R. ALLEN, Q.C.
CHAIRMAN

SECOND FLOOR, PODIUM
CITY HALL
TORONTO 1, CANADA

December 15, 1966

On December 15, 1966, the Metropolitan Plan of the Metropolitan Toronto Planning Area, as revised in accordance with Report No. 1 of the Official Plan Committee as amended by the Executive Committee, was adopted by the Metropolitan Council "not as an 'official plan' within the meaning of The Planning Act but, instead, as a statement of the policy of the Metropolitan Corporation for the planning of future works and services and as a guide for future development in the Metropolitan Toronto Planning Area".

The Metropolitan Council also amended the foregoing Report by adding to Recommendation No. 3 of the Executive Committee appended thereto the following:

> and that the Plan be referred to the Legislation and Planning Committee of the 1967 Council for continuous study and to recommend changes in provincial planning procedures to the 1967 Council.

Wm. R. Allen

William R. Allen, Q. C.
Chairman, Metropolitan Toronto
Council

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PREFACE

The Metropolitan Plan has been prepared in accordance with those provisions of The Municipality of Metropolitan Toronto Act which define the scope of a Metropolitan "official plan" as including:

(a) Land uses and consideration generally of industrial, agricultural, residential and commercial areas;

(b) Ways of communication;

(c) Sanitation;

(d) Green belts and park areas;

(e) Public transportation;

and such other matters as the Minister of Municipal Affairs may from time to time define.

The plan was originally prepared and adopted by the Metropolitan Toronto Planning Board in December 1965 as a plan suitable for adoption as an "official plan" within the meaning of The Planning Act, but was subsequently revised and adopted by the Metropolitan Council in December 1966 not as an "official plan" but as a statement of the policy of the Metropolitan Corporation for the planning of future Metropolitan works and services and as a guide for future development in the Metropolitan Toronto Planning Area. In the opinion of the Metropolitan Council, the procedures for amending an "official plan" adopted in accordance with the provisions of The Planning Act are not relevant in the context of the federated Metropolitan municipality. Accordingly, the Metropolitan Council has adopted the Metropolitan Plan in the form herein presented, and has simultaneously undertaken to study the desirability and possibility of seeking revised Provincial procedures for administering and implementing a Metropolitan "official plan".

In its other respects, the Metropolitan Plan deals largely with those development principles, policies and regulations which are considered to be directly of Provincial concern. These are, in the first instance, those matters which affect direct Provincial interests such as the highway system; secondly, those matters which affect the general pattern of development in the surrounding region; and thirdly, those matters which may affect, directly or indirectly, Provincial financial obligations to the Municipality of Metropolitan Toronto or to local municipalities in the Planning Area. While the Province exercises a measure of direct control over municipal financial affairs through various statutory and procedural arrangements, it is evident that the basic development policies of the municipality are important in determining the ultimate financial obligations of both the municipalities and the Province.

The Metropolitan Plan is restricted to the boundaries of the Metropolitan Toronto Planning Area. Regulation of growth and development outside these boundaries rests with the municipalities concerned and with the Province. The Metropolitan Plan attempts to ensure that the development of the Planning Area will be coordinated with the pattern of probable development in the surrounding region, but the ultimate responsibility for such coordination rests with the Province.

It is evident, therefore, that in order for the Metropolitan Plan to be fully implemented the Province must adopt policies to secure a suitable pattern of regional development.

In the two-level planning system of the Metropolitan Toronto Planning Area, the Metropolitan Plan is concerned with establishing the general pattern and principles of development, leaving to local plans the responsibility for detailed planning control.

Based on these considerations, the Metropolitan Plan covers the general land use and transportation pattern, the distribution of population, and the basic principles and policies to be observed in connection with the matters stipulated in The Metropolitan Toronto Act, as noted above.

The plan provides for periodic review and amendment as required. Recommendations arising from current studies, such as the Metropolitan Toronto Planning Board's Urban Renewal Study, Central Area Transportation Study and Waterfront Plan, and the commuter rail study being conducted by the Metropolitan Toronto and Region Transportation Study, will be considered for incorporation into the plan by amendment as appropriate. The plan is not intended to be a static document setting forth fixed and unchangeable principles, but will be responsive to changing conditions and unanticipated circumstances while adhering to the basic long-range principles considered most suitable for the development of the Metropolitan Toronto Planning Area.

Only the text and maps contained in this volume constitute the Metropolitan Plan for the Metropolitan Toronto Planning Area as adopted by the Metropolitan Toronto Planning Board on December 15, 1965, and December 7, 1966, and by the Metropolitan Council on December 15, 1966.

Part I

PRINCIPLES AND POLICIES

A. General Development Principles

1. The area for urban development will be relatively compact, with residential and employment areas dispersed so as to permit reasonable accessibility and interchange. Intensive uses will be concentrated in the Central Area and at selected locations throughout the Urban Development Area at the focal points of the transportation system.

2. The extent of urban development will be generally set by the practical and economic range of water and sewer services oriented to Lake Ontario, and the need for a reasonable distribution of all development potential and a reasonable density of development in all sections of the Urban Development Area.

3. Subject to the approval of a local municipal council, urban uses as provided in section 16 of this part may be permitted in the Urban Development Area and Village Development Areas designated on Map II (Land Use Plan), and where permitted shall be developed in accordance with the principles and policies of the plan. The urban development boundary designated on Map II may be revised through amendment of the plan when there is a demonstrated need to improve the financial stability or community balance of any municipality and it becomes desirable to enlarge the designated Urban Development Area or a Village Development Area. Such amendment to the plan will also be subject to the principles and policies outlined in the plan.

4. The planning of public facilities and services shall take into account lands held vacant during the initial period of development where urban development of such lands is ultimately intended.

5. All of the river valleys shall be kept free from buildings and structures except such incidental buildings as are ancillary to the recreational use of the valley lands, and significant sections of the major river valleys shall be acquired for public use.

6. To ensure the maximum public benefit of waterfront resources and amenities, urban development in the Waterfront Area defined in section 56 of Part II will be controlled with particular regard for the provision and maintenance of public access and for implementation of the Metropolitan Waterfront Plan.

7. The timing of Metropolitan projects such as roads, sewers, watermains, parks and school facilities, will be coordinated through the Metropolitan Capital Works Programme so as to provide a balanced level of services throughout Metropolitan Toronto.

GENERAL CRITERIA FOR URBAN DEVELOPMENT

8. Development of land for urban uses (as specified in section 16 of this part) will be permitted in the Urban Development Area and Village Development Areas designated on Map II where all of the following conditions are met:

   (a) Full urban services are or will be made available, including municipal sewers and water facilities, and suitable open space and school facilities.

   (b) Adequate transportation facilities are or will be made available, including collector roads in accordance with the provisions of section 26 of this part, and the design of the development conforms to future transportation facilities as designated on Maps III and IV.

   (c) The development will not adversely affect the existing amenities and predominant character of the district, or will not preclude satisfactory development or redevelopment of the surrounding lands.

   (d) Development is limited to a degree and rate consistent with the ability of the local municipality to finance the necessary municipal services. Approval of proposed debenture issues for such purposes by the Ontario Municipal Board shall be conclusive evidence of the local municipality's ability to finance such services.

   (e) Non-residential uses will be permitted in residential districts only in the following circumstances:

      (i) In the case of a commercial use, suitable provision will be made for access and off-street parking with minimum interference to pedestrian and vehicular movement.

      (ii) In the case of an industrial use, large volumes of traffic will not be generated, and the industrial use will not emit fumes or produce noise or commit other nuisances injurious to residential amenities.

      (iii) The concentration of non-residential uses will not exceed the size permitted in section 16 of this part.

GENERAL CRITERIA FOR RURAL DEVELOPMENT

9. Rural Residential development, Rural Industrial development, and development permitted in the Rural Area designated on Map II (as specified in section 16 of this part) will be permitted where all of the following conditions are met:

   (a) The use does not generate traffic which exceeds the capacity of the available road system;

   (b) The use does not jeopardize agricultural activities;

   (c) The use conforms to the requirements of the appropriate local health authority and Conservation Authority or the Ontario Water Resources Commission;

(d) In the case of a Rural Residential subdivision, the site of the subdivision:

(i) Has suitable access for the purposes of school transportation;

(ii) Possesses natural amenities which make it a desirable location for residential use;

(iii) Does not require public sanitary sewers or water supply.

(e) In the case of a Rural Industrial use, such use:

(i) Is located within an area determined by the local council in a District Plan as appropriate for such use;

(ii) Is a specific use for which application has been made to the local council for permissive zoning;

(iii) Does not require public sanitary sewers or water supply;

(iv) Does not discharge effluent into a receiving stream.

POPULATION AND DENSITY

10. The maximum population and average gross residential density* permitted in the urban section of each major Planning District or municipal subdistrict as specified on Map I, may be exceeded by up to approximately 5% when all of the following conditions are met:

(a) Adequate water and sewer facilities, which are not required elsewhere in the Metropolitan Planning Area to meet the population and density objectives shown on Map I, are or will be made available.

(b) Adequate roads are or will be made available.

(c) The increase is provided for in a District Plan approved by the local council.

HOUSING

11. Housing for both family and non-family accommodation at suitable densities shall be provided throughout the Urban Development Area.

12. Multiple-family housing will be permitted in all Planning Districts designated on Map I. Such housing will be integrated in low density residential areas by:

(a) Diversification of dwelling types at varying densities to avoid segregation of rented from owner-occupied dwellings.

(b) Provision of dwellings for family occupancy mainly in low and medium density housing schemes, and for non-family occupancy in higher density schemes.

(c) Restriction of high-density residential development to locations having such advantages as proximity to local parks and a full range of community facilities, and to locations where the transportation system, both private and public, can deal efficiently with the traffic generated by such development.

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*Gross residential density, for the purposes of the Metropolitan Plan, is the ratio of population to land area designated as residential on Map II.

13. Publicly-owned housing for families and elderly persons may be permitted in all locations of the Planning Area that are suitable for residential uses. Such housing will be provided through the construction of new buildings and through the acquisition of existing buildings where appropriate. Within Metropolitan Toronto, the Metropolitan Corporation will undertake the municipal responsibility for financing such housing.

URBAN RENEWAL

14. The conservation of existing housing will be encouraged through public acquisition and rehabilitation of suitable dwellings, the application of adequate building and housing standards, and through neighbourhood improvement programmes. The Metropolitan Corporation will participate in such programmes within Metropolitan Toronto as appropriate.

15. Public redevelopment and renewal of blighted areas will be based on Metropolitan or local urban renewal studies which will be considered for incorporation into the plan as amendments. Such redevelopment of blighted areas will be governed by the following general conditions:

    (a) The new uses are appropriate for the site.

    (b) The relocation caused by clearance can be accommodated by the stock of available public and private housing.

B. Permitted Land Uses

16. (a) Land uses may be permitted in accordance with Map II and the Land Use Table. Uses listed in Column 2 of the Land Use Table may be permitted when they do not exceed the size shown in Column 3. Notwithstanding the other provisions of this section and the Land Use Table, a use listed in Column 2 which is restricted to a maximum size as specified in Column 3 shall only be permitted by amendment of the Metropolitan Plan when the total combined areas of such proposed use and existing uses exceeds the maximum size specified in Column 3 for such uses.

    (b) In the Land Use Table,

        (i) "municipal services" means a public water supply and/or a public sewage disposal system;

        (ii) "Institutional uses" means institutional or government buildings; places of worship and related buildings; public elementary, secondary, technical and vocational schools; private and nursery schools; separate schools; universities, colleges, seminaries, convents and other places of higher learning; homes of religious orders; homes for the elderly; hospitals and clinics; and ancillary commercial uses.

        (iii) "Commercial uses" means establishments for wholesale and retail trade, office uses, service stations and automotive uses, commercial service uses, hotels and restaurants.

        (iv) "Industrial uses" means manufacturing uses, storage uses, service industries, warehouses, research laboratories, truck terminals.

LAND USE TABLE

1 Land Use District	2 Permitted Uses	3 Maximum Size
All use districts designated on Map II (where not otherwise permitted)	Public conservation projects including reforestation areas, flood control reservoirs, and multi-use conservation areas	15 acres
	Public and private parks and recreational uses	15 acres
	Public or private utilities and transportation facilities	15 acres
	Cemeteries	15 acres
	Golf courses and country clubs	15 acres
	Institutional uses	15 acres in the Urban Development Area and Village Development Areas; 25 acres in the Rural Area, except 15 acres where municipal services are required
Agricultural	Agricultural uses, and ancillary commercial and industrial uses associated with agricultural products	No limit
	Gravel pits, quarries, and other rural extractive industries	No limit
	Industrial uses which do not require municipal services	5 acres
	Individual residences on farms or lots approved under section 26 of The Planning Act	No limit
	Rural Residential subdivisions which do not require municipal services	15 acres
	Commercial uses which do not require municipal services and do not discharge effluent into receiving streams	15 acres
	Airports	15 acres
Rural Residential	Rural Residential subdivisions which do not require municipal services	No limit
	Commercial uses which do not require municipal services	15 acres
Rural Industrial	Industrial uses which do not require municipal services	Of any size on specific application only

1 Land Use District	2 Permitted Uses	3 Maximum Size
Industrial	Industrial uses	No limit
	Commercial uses in centres	15 acres
	Commercial uses in strips	½ mile
	Incidental residential uses associated with a permitted use	
Residential	Residential buildings	No limit
	Public elementary and secondary and separate schools	No limit
	Commercial uses in centres	15 acres
	Commercial uses in strips	½ mile
	Dwellings in commercial buildings	
	Industrial uses	10 acres
Commercial	Commercial uses	No limit
	Dwellings in commercial buildings	
	Residential buildings	5 acres
	Industrial uses	10 acres
Public Open Space	Public conservation projects, including reforestation areas, flood control reservoirs and multi-use conservation areas	No limit
	Public parks and recreational uses and ancillary commercial uses	No limit
Private Open Space	Private or commercial park and recreational uses, and ancillary commercial uses	No limit
	Golf courses and country clubs	No limit
	Race tracks	No limit
	Cemeteries	No limit
	Hotels and restaurants	15 acres
	Airports	15 acres
Institutional	Institutional uses	No limit
Transportation and Utilities	Public and private utilities and transportation facilities	No limit
	Airports	No limit
	Industrial uses	15 acres
	Commercial uses	15 acres
	Public park use of utilities areas	No limit

C. Transportation

MAJOR TRANSPORTATION FACILITIES

17. Major transportation facilities, consisting of rapid transit facilities, expressways and arterial roads, will be provided as shown generally on Map III.* Additional rail commuter facilities, other than the present pilot project between Dunbarton and Burlington, will be established as a result of Provincial studies, and may be incorporated in the plan by amendment.

18. Major transportation facilities designated on Map III shall be provided by the Metropolitan Corporation, the Toronto Transit Commission, the Province of Ontario and the local municipalities as appropriate. Without limiting the generality of the foregoing, such facilities shall include:

    (a) New rapid transit facilities and extension of existing facilities.

    (b) New arterial roads and expressways.

    (c) New interchanges between the existing expressway system and appropriate arterial roads.

    (d) Improvement to correct omissions and defects in existing arterial road alignments, including jog-eliminations and the construction of channelized intersections.

    (e) Extension of existing arterial roads across physical traffic barriers.

    (f) Widening of existing arterial roads to four or more lanes as determined by traffic requirements and the capital works programmes of the Metropolitan Corporation and the area municipalities.

    (g) Development of access roads to major Conservation Areas.

PUBLIC TRANSPORTATION

19. The Metropolitan Corporation and the Toronto Transit Commission shall be jointly responsible for the location and construction of rapid transit facilities, and the Metropolitan Corporation may participate in financing of the capital and operating costs of rapid transit facilities as appropriate. The Metropolitan Toronto Planning Board in consultation with the Commission shall prepare and recommend to the Metropolitan Council general plans for rapid transit facilities, ensuring their integration with surrounding land uses and the overall transportation system, and the Commission shall prepare engineering designs and determine the operational specifications of the public transit system subject to review and approval by the Metropolitan Corporation.

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*Because of their importance in the consideration of land use, population distribution, and the overall transportation system, a Crosstown Expressway and a Queen Street Rapid Transit Line have been indicated on Map III. The complete extent of, and requirement for, these major transportation facilities together with their routes have not yet been firmly established. Each will be subject to continuing study, and to a specific evaluation in the first quinquennial review of the Metropolitan Plan. If not considered warranted at that time, either or both will be deleted from the plan by amendment or changed to conform to the requirements and conditions as then established.

20. Rapid transit facilities shall be located so as to cause minimum interference with existing or future residential amenities and community structure. In addition, interchange facilities between rapid transit lines and the surface feeder system will be designed to provide the maximum utility to passengers and the least possible interference to the movement of traffic on the roads immediately affected.

21. Commuter parking facilities shall be provided by the Metropolitan Corporation at rapid transit terminals and at other appropriate locations along the outlying sections of the rapid transit system. Commuter parking facilities will not be provided, except in special circumstances, in the inner sections of the rapid transit system which are adequately served by feeder buses.

22. All new transportation systems or extensions to existing systems shall be designed to minimize or control air pollution.

EXPRESSWAYS

23. The design and construction of expressways shall be governed by the following principles:

    (a) In residential areas, expressways shall be depressed below grade to the greatest extent feasible. Where short stretches of elevated structure in residential areas cannot be avoided for engineering reasons, sufficient property will be acquired to provide a reasonable distance between any existing or future residential building and the expressway.

    (b) In built-up areas which have been developed largely on a gridiron street pattern, street crossings shall be provided at intervals of no more than 1,000 feet, except where this is precluded by special circumstances.

    (c) Grade-separated pedestrian crossings and sidewalks shall be provided wherever required to serve schools, parks or other community facilities.

    (d) Expressway traffic shall be discharged only onto arterial roads or other streets which are capable of handling the increased traffic. Sufficient property shall be acquired to provide interchanges between expressways and arterial roads, and local residential streets shall not be used for this purpose. Properties which will become unsuitable for future private use because of such interchanges shall be acquired as part of the expressway construction programme.

    (e) Interchanges with the arterial road system in Metropolitan Toronto shall be provided at intervals of approximately 1¼ to 1½ miles, except where precluded by special circumstances. The locations of new interchanges designated on Map III are subject to final traffic engineering and land use considerations, and may where necessary be changed by amendment to this plan.

    (f) The timing of the opening of newly-constructed expressway sections shall have regard for the adequacy of available facilities for the discharge of traffic.

(g) Expressway property requirements shall be kept to the minimum consistent with sound planning and engineering practices balanced against the need to preserve the stock of adequate housing and other buildings in reasonably good physical condition.

(h) Parklands displaced by Metropolitan expressways shall be replaced by the Metropolitan Corporation at locations and in amounts which are mutually satisfactory to the Corporation and the local municipality concerned.

(i) Median strips will be provided for rapid transit purposes where appropriate.

ARTERIAL ROADS

24. Major arterial roads shall be provided in presently undeveloped areas at intervals of approximately 1 to 1¼ miles except where precluded by special circumstances.

25. In the construction of new arterial roads or widening of existing arterial roads, the Metropolitan Corporation and local municipalities shall acquire sufficient property to ensure:

(a) Minimum interference with access to adjacent property;

(b) Adequate building set-backs and sidewalks.

INTERMEDIATE ROADS

26. Local official plans shall provide for intermediate road systems consisting of reasonably continuous minor arterial roads and collector roads at appropriate locations between parallel arterial roads, except where precluded by special circumstances.

METROPOLITAN ROADS

27. Roads of major importance in Metropolitan Toronto which conform to criteria determined from time to time by the Metropolitan Council may be assumed by the Metropolitan Corporation which shall then be responsible for the establishment of traffic control standards and policies governing their use.

28. The Metropolitan Corporation may from time to time designate a Metropolitan Road as a truck route and may establish such restrictions on the use of a truck route as it considers appropriate.

29. The location and design of signs erected on or over the right-of-way of Metropolitan Roads and within 150 feet of the right-of-way of Metropolitan expressways and limited-access roads shall be regulated with respect to their appearance, effect on traffic safety and construction.

ROAD DEVELOPMENT STANDARDS

30. Development will be permitted adjacent to a major arterial road as designated on Map III where provision has been made for the following:

    (a) Minimum right-of-way as designated on Map IV plus such additional right-of-way as may be required for intersection improvement and/or interchange approaches.

    (b) Setbacks from Metropolitan Roads in accordance with the following provisions:—

        (i) Within the Urban Setback Area designated on Map IV, a minimum setback above grade of 20 feet from the required right-of-way designated on that map shall be required for residential buildings only.

        (ii) In the remainder of the Metropolitan Area, a minimum setback above grade of 25 feet from the required right-of-way designated on Map IV for all types of buildings.

31. The design of new roads and road improvements shall be based on established engineering practices.

GRADE SEPARATIONS AND BRIDGES

32. The elimination of railway grade crossings shall be based on consideration of the following factors:

    (a) Recurring accident locations.

    (b) Road crossings of main lines and potential rail commuter lines.

    (c) Rail crossings of provincial highways, Metropolitan Roads, and County Roads.

    (d) Rail crossings of other arterial or collector roads.

    (e) Other appropriate factors.

33. When new railway lines are constructed, provision shall be made for grade separation of all existing and future arterial and collector roads in accordance with right-of-way widths as specified in Map IV, or 86 feet in the case of collector roads.

34. Lands required for the future grade separations and bridges of the major transportation facilities system designated on Map III shall not be used for any other purpose.

PARKING

35. The provision of commuter parking facilities will be regulated in accordance with the following considerations:

    (a) The capacity of the available street system with particular regard for the volume of traffic and bus movements.

    (b) The need to encourage transit usage and discourage automobile usage in the Central Area.

36. The Metropolitan Corporation shall facilitate the provision of new off-street parking sufficient to replace existing on-street parking which may be displaced by parking prohibitions or regulations enacted by the Metropolitan Corporation on a Metropolitan Road in a commercial district.

D. Water Supply and Pollution Control

37. Public water supply and sewage disposal systems shall be provided to all parts of the Urban Development Area and to all Village Development Areas designated on Map II (except as noted in clause (c) of this section), subject to the following considerations:

(a) Upstream sewage treatment plants will be closed wherever feasible (except as provided in clause (b) of this section), and principle sewage treatment will be provided by the smallest practical number of lakeshore treatment plants which are:

(i) Capable of serving the population of the area and adequately treating the sewage.

(ii) Located in relation to water filtration plants so as to permit the purest possible water intake.

(b) Separate water pollution control facilities required to serve urban development in upstream locations in the fringe area will be permitted where these are designed to provide a level of treatment consistent with the water pollution control objectives of the Ontario Water Resources Commission and the conservation and recreation objectives of the Metropolitan Toronto and Region Conservation Authority. Such facilities will not be established at a distance of less than one mile upstream from the boundary of Metropolitan Toronto.

(c) For the purposes of this plan, a public sewage disposal system may not be required in the Lorne Park Sewer Area of Toronto Township, but nothing in this plan shall prevent Toronto Township from providing public sewage treatment facilities to the Lorne Park Sewer Area.

38. The provision of a public water supply by the Metropolitan Corporation shall be limited to lands within Metropolitan Toronto, provided, however:

(a) That the Metropolitan Corporation may establish a system of reservoirs and feeder mains in the Townships of Markham and Vaughan to supplement the water supply system inside Metropolitan Toronto.

(b) That the Metropolitan Corporation may provide water for emergency purposes to residential developments in areas adjacent to the Metropolitan boundaries in the following circumstances:

(i) The Ontario Water Resources Commission or the local health authority has certified that an emergency health situation exists requiring the provision of an additional water supply.

(ii) The required water supply is not required by the Metropolitan Corporation for its own purposes.

(iii) Satisfactory arrangements have been reached between the Metropolitan Corporation and the municipalities concerned for the supply of such water.

(c) That the Metropolitan Corporation may enter into agreement with a fringe municipality for the supply of water to such fringe municipality, provided, however, that such agreement shall not prejudice the land use policies of this plan.

39. The provision of public water pollution control facilities by the Metropolitan Corporation shall be limited to lands within Metropolitan Toronto, provided however:

(a) That limited sections of the Urban Development Area in the following locations will be included within the Metropolitan Sewer District:

(i) North of Steeles Avenue.

(ii) In the Woodbridge Village Development Area.

(iii) West of the Indian Line.

(b) That the Metropolitan Corporation may, wherever desirable, enter into agreement with a fringe municipality for the joint provision of water pollution control facilities benefiting both municipalities.

40. Subdivision applications in fringe municipalities in which the existing public water supply from wells and rivers is below the anticipated demand in 1980 will be recommended for approval only if it appears that the proposed development will not preempt such available or prospective ground water supply as may be required for the infilling or consolidation of existing scattered urban development in the particular areas concerned.

STORM DRAINAGE

41. All natural watercourses in the Planning Area shall remain free of buildings and structures until such time as alternate means of storm drainage are provided.

42. A public land reserve shall be acquired by title or easement along watercourses where necessary to facilitate channel maintenance and improvement work.

43. The flood control, stream channelization and flood plain acquisition programmes of the Metropolitan Toronto and Region Conservation Authority, the Credit Valley Conservation Authority, the Halton Region Conservation Authority and the Central Lake Ontario Conservation Authority shall be adhered to in the course of development of the Planning Area.

44. The Metropolitan Corporation may construct such trunk storm sewers and channel improvements as are required to accommodate storm waters which cannot otherwise be accommodated in the natural watercourses of Metropolitan Toronto or in the local sewer systems of the area municipalities.

AIR POLLUTION CONTROL

45. The Metropolitan Corporation will encourage the reduction in the level of air pollution by statutory controls and such other methods as may from time to time be considered appropriate, including, without limiting the generality of the foregoing:

(a) Control of the location of heating equipment in new buildings, and progressive control of all domestic, commercial, and industrial sources of pollution, under The Municipal Act and The Air Pollution Control Act.

(b) Encouragement of district or area heating plants utilizing clean-burning equipment, proper use of appropriate fuels and skilled operating methods.

(c) Development of public sanitary land fill schemes or the use of municipal incinerators equipped with efficient air-cleaning devices to eliminate pollution caused by existing municipal and commercial incineration of refuse.

(d) Control of structures of varying height, particularly apartment buildings, so as to reduce to a minimum the adverse effects on amenities resulting from air pollution caused by height differences.

(e) Development of a transportation system designed to reduce traffic congestion and thereby reduce air pollution from traffic exhausts.

(f) Prevention of dust dissemination wherever possible through paving of streets and parking lots and elimination of unsodded areas.

(g) Establishment of programmes for effective weed control on both public and private lands to reduce pollen counts.

(h) Recommendations for approval of local zoning by-law amendments only when such by-laws conform to criteria established from time to time by the Metropolitan Corporation with respect to the allowable concentration of pollutants in chimney gas plumes.

46. The Metropolitan Corporation will encourage the use by area municipalities of building location criteria and performance standards designed:

(a) To locate the sources of industrial air pollution as far as possible from residential areas.

(b) To ensure satisfactory industrial air-cleaning or control equipment so that emissions will not cause nuisance to residences or to other industries.

(c) To control the location of apartment development in mixed commercial areas, so that potential air pollution from commercial premises will not adversely affect the living environment of residential buildings.

47. Fringe area municipalities in the Planning Area will be encouraged to adopt policies similar to those of the Metropolitan Corporation for reducing the general level of air pollution in those municipalities.

E. Parks and Open Spaces

REGIONAL PARKS

48. The Metropolitan Corporation shall develop a regional park system which will comprise those park functions which can be performed most appropriately only on a Metropolitan-wide or regional scale. Without limiting the generality of the foregoing, regional parks may include horticultural and zoological gardens, wilderness and scenic areas, organized picnic facilities, nature trails, bridle and bicycle paths, hiking trails, park drives, day camps, beaches, boating facilities and other water sports areas and facilities, major athletic and winter sports facilities, golf courses and extensive areas of passive open space.

49. Priority in the acquisition of valley and waterfront lands in Metropolitan Toronto designated on Map II as Public Open Space shall have regard for:

(a) The Metropolitan Toronto and Region Conservation Authority's programme of land acquisition for approved water control schemes, which will be encouraged to give priority to the areas most susceptible to pressure for urban development.

(b) The relationship of any site proposed for acquisition to the current Metropolitan Parks development programme.

(c) The availability of the land.

(d) The present use of any site proposed for acquisition, and the effect which such use may have on the conservation of valley or waterfront lands.

(e) The relative deficiency of parks or open spaces in the area directly tributary to the proposed acquisition.

50. Priority in the development of valley and waterfront lands as part of the Metropolitan Parks system shall have regard for:

(a) The suitability of the site for park development.

(b) The proximity of other regional parks.

(c) The adequacy of the local parks system within the immediate area to be served by the park.

(d) The accessibility of the site.

51. Regional parks will be developed on an extensive rather than intensive basis, and will be designed to be maintained effectively at minimum public cost.

52. A sewage disposal plant, water works or reservoir site may be used for park purposes if such use does not prevent the enlargement of the sewage disposal plant, water works or reservoir.

GOLF COURSES AND PRIVATE RECREATIONAL FACILITIES

53. The acquisition by the Metropolitan Corporation of private golf courses for public use, or the development by the Metropolitan Corporation of golf courses, will have regard for:

    (a) The proximity of other golf courses.

    (b) The availability and accessibility of the site.

    (c) The relative deficiency of open spaces in the immediate vicinity of the site.

54. Where a private golf course or major private recreation facility designated on Map II is proposed for redevelopment, the Metropolitan Corporation will determine whether it wishes to assume the function being displaced prior to its consideration of the proposed re-use.

55. Where it is proposed to establish any new private golf course or major private recreation facility, regard will be had for:

    (a) The availability of an adequate water supply to service the proposed use, especially with respect to the conservation and water pollution control objectives of the appropriate Conservation Authority.

    (b) The impact of the proposed use on the adjacent road system and on adjacent land uses.

    (c) The continuity of public pedestrian ways in a continuous park system.

Part II

ADMINISTRATION OF THE PLAN

A. Interpretation

DEFINITIONS

56. In this plan,

(a) "Metropolitan Corporation" means The Municipality of Metropolitan Toronto;

(b) "Metropolitan Council" means the Council of the Metropolitan Corporation;

(c) "Metropolitan Area" means the area from time to time included within the Metropolitan Corporation;

(d) "Metropolitan Toronto Planning Area" and "Metropolitan Planning Area" mean the joint planning area defined by the Minister of Municipal Affairs consisting of the Metropolitan Area and the fringe area;

(e) "fringe area" means the area from time to time included within the Metropolitan Planning Area excluding the Metropolitan Corporation;

(f) "area municipality" means a municipality within the Metropolitan Area;

(g) "local municipality" means a municipality in the Metropolitan Planning Area including an area municipality and a municipality in the fringe area but excluding The Municipality of Metropolitan Toronto;

(h) "local council" means the council of a local municipality;

(i) "plan" and "Metropolitan Plan" mean the Metropolitan Plan for the Metropolitan Toronto Planning Area;

(j) "Central Area" means that part of the City of Toronto designated on Map II as such;

(k) "Waterfront Area", means

(i) In Toronto Township and Port Credit, all lands lying between Highway 2 and Lake Ontario;

(ii) In the Borough of Etobicoke, all lands lying between Lakeshore Boulevard and Lake Ontario;

(iii) In the City of Toronto, all lands south of the C.N.R. tracks between the Humber and Don Rivers, all lands south of Eastern Avenue between the Don River and Queen Street, and all lands south of Queen Street east of Eastern Avenue;

(iv) In Scarborough, Pickering Township and Ajax, all lands within ½ mile of Lake Ontario plus lands within a ½ mile of the shore of Frenchman's Bay in Pickering Township.

(l) "Urban Setback Area" means that part of the Metropolitan Area bounded by Lake Ontario and the urban setback area boundary designated on Map IV;

(m) "Urban Development Area" means that part of the Metropolitan Planning Area bounded by Lake Ontario and the urban development boundary designated on Map II;

(n) "Village Development Area" means those parts of the fringe area designated on Map II as such.

BOUNDARIES

57. The boundaries between land uses as designated on Map II are approximate only and are not intended to mark the exact location or extent of any land use designation except where they coincide with major roads, railways, streams, transmission lines, or other clearly recognizable physical features.

ROAD ALIGNMENTS

58. Future roads and extensions designated on Map III are shown in approximate locations only.

LOCAL OFFICIAL PLANS

59. (a) This plan establishes minimum standards only, and a local official plan is not at variance with this plan merely because:

(i) It is more restrictive than this plan with respect to the uses permitted by the Land Use Table in the use districts designated on Map II;

(ii) It is more comprehensive than this plan with respect to designated transportation facilities;

(iii) It is less comprehensive than this plan with respect to designated arterial roads which have not been assumed as Metropolitan Roads but provides nevertheless for the minimum right-of-way required by Map IV of this plan;

(iv) It provides for road right-of-way widths greater than those required by Map IV of this plan;

(v) It designates for rural or agricultural purposes lands designated on Map II for urban land use purposes, or provides for staging of urban development.

(b) A local official plan is not at variance with this plan merely because it designates a land use by a name different from the name of a comparable land use designated on Map II of this plan.

(c) A local official plan is not at variance with this plan merely because it designates for residential use lands which are designated for industrial use on Map II provided that they are already zoned and used for residential purposes.

CENTRAL AREA

60. Notwithstanding the designation of lands for different uses within the Central Area designated on Map II, the development of land for any use in the Central Area may be permitted in accordance with the provisions of Part I of this plan.

WATERFRONT AREA

61. Lands within the areas described in section 56(k) of this part may be redesignated to a use other than that shown on Map II by amendment of this plan, where required to implement an approved Metropolitan Waterfront Plan.

B. Implementation

METROPOLITAN CAPITAL PROGRAMME

62. The Metropolitan Corporation shall undertake the capital works for which it is responsible in accordance with a long range capital works programme which may be revised from time to time as circumstances warrant or as required to meet the objectives of this plan.

METROPOLITAN BY-LAWS

63. The Metropolitan Corporation may enact by-laws:

(a) To designate Metropolitan Roads as controlled-access roads and to regulate the location, design and construction of access thereto.

(b) To regulate the location, design and construction of signs on or over the right-of-way or within 150 feet of a Metropolitan limited-access or controlled-access Road, and on all other Metropolitan Roads where a local municipality does not enact suitable by-laws to regulate such signs on or over their rights-of-way.

REGIONAL PARKS

64. (a) A minimum of 5 acres of regional parkland per 1,000 persons in Metropolitan Toronto will be provided by the following means:

(i) Agreements between the Metropolitan Corporation and the Metropolitan Toronto and Region Conservation Authority for park development on lands acquired by the Authority for flood control and conservation purposes.

(ii) Development by the Metropolitan Toronto and Region Conservation Authority of special parks such as Pioneer Village.

(iii) Development by area municipalities of special regional parks, such as High Park.

(iv) Development by the Metropolitan Corporation of the Toronto Islands and Exhibition Park as parts of the Metropolitan Parks system.

(v) Acquisition and development by the Metropolitan Corporation of any other lands required to meet the objectives of this plan.

(b) A minimum of 7½ acres of regional parkland per 1,000 persons in the Metropolitan Planning Area will be provided by the following means:

(i) Acquisition and development by the appropriate Conservation Authority and by the fringe area municipalities.

(ii) Acquisition and development by the Metropolitan Corporation of such parks in the fringe area as are appropriate for Metropolitan Park purposes.

METROPOLITAN TORONTO PLANNING BOARD

65. The Metropolitan Toronto Planning Board may from time to time request a local council to amend any by-law which does not conform to the plan.

DISTRICT PLANS

66. (a) A local municipality, or two or more local municipalities jointly, may prepare and adopt a District Plan for all or part of a District as designated on Map I, and the Metropolitan Toronto Planning Board may cooperate in the preparation of such District Plans. Without limiting its scope, a District Plan shall:

(i) Include procedures to guide the local council in the processing of development proposals;

(ii) Coordinate development and public works between two or more adjoining municipalities where required;

(iii) Interpret the principles and policies of the Metropolitan Plan as they apply to the local municipality;

(iv) Determine the land uses to be permitted in the Planning District in accordance with the provisions of section 16 of Part I of this plan;

(v) Determine the distribution of population and density in accordance with the provision of Map I and of section 10 of Part I of this plan,

(vi) Determine the standards and criteria to be employed in community development and design consistent with the provisions of Part I of this plan.

(b) The boundaries of Planning Districts designated on Map I are based on population, land use and transportation considerations which are not always consistent with purely local municipal interests. For local planning purposes and the preparation of District Plans, a local municipality may provide for the distribution of population by municipal subdistricts as designated on Map I. Boundaries of municipal subdistricts will be changed as required to conform to any future changes in municipal boundaries.

COOPERATION WITH AREA MUNICIPALITIES

67. With respect to Metropolitan works and projects, appropriate consultation will be undertaken with local municipalities to ensure that due regard is given to local considerations.

REVIEW

68. To ensure that the plan contains adequate policies for the achievement of its objectives and that the objectives remain valid and realistic, and to accommodate technological changes and new concepts of benefit to the Planning Area, a comprehensive review of the plan will be undertaken at intervals of approximately 5 years. Changes to the plan which appear necessary will be made upon completion of the review. In addition, major elements of the plan will be reviewed from time to time as appropriate.

Part III

MAPS

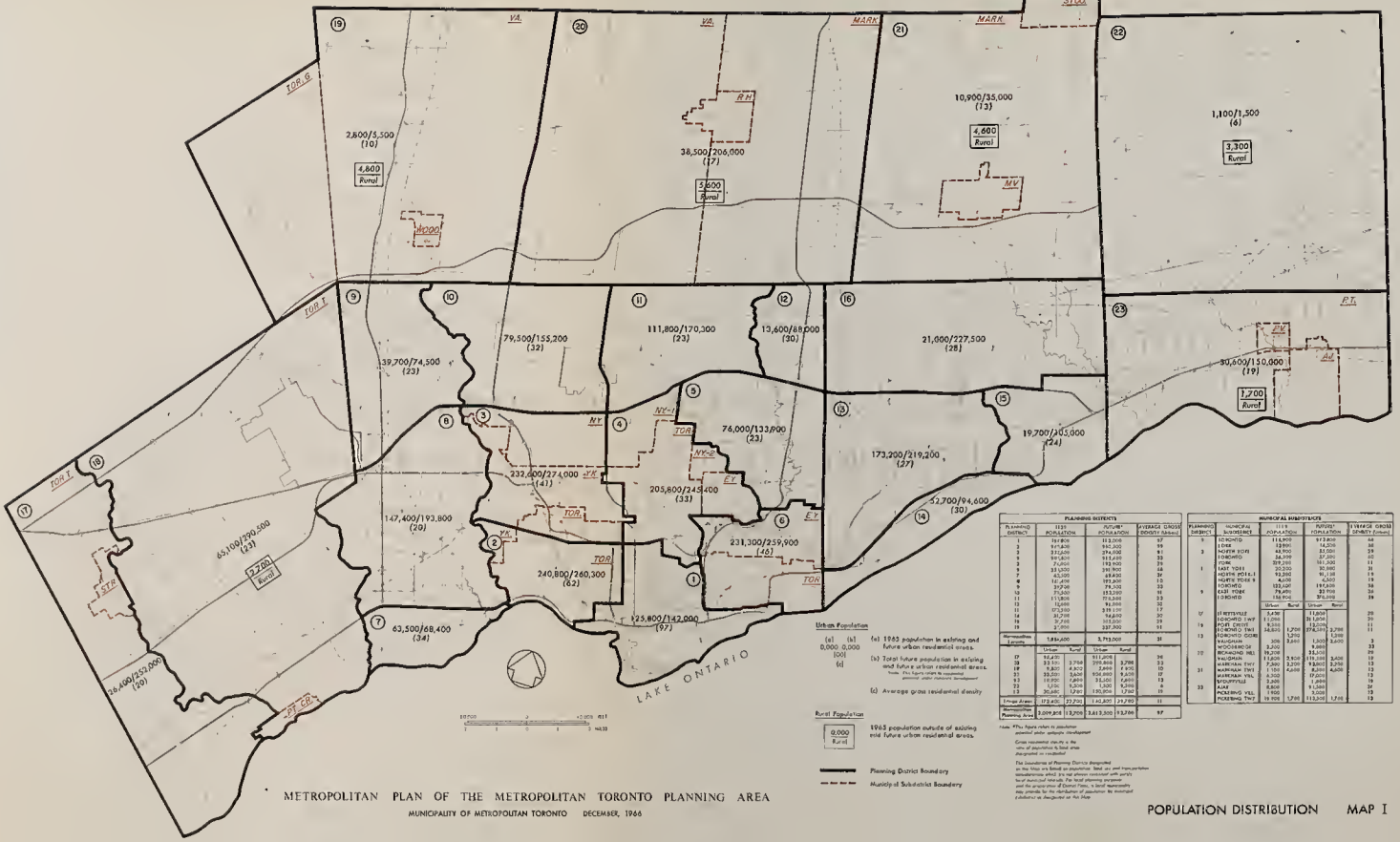
The following maps referred to in the text of the Metropolitan Plan constitute policy of the Metropolitan Corporation and shall be observed by the Corporation and local municipalities within the Planning Area in the control and regulation of development:

MAP I: Population Distribution

MAP II: Land Use Plan

MAP III: Major Transportation Facilities

MAP IV: Minimum Road Right-of-Way Widths



Urban Population

(a) (b)
0,000 0,000
(00)
(c)

(a) 1963 population in existing and future urban residential areas.

(b) Total future population in existing and future urban residential areas.

(c) Average gross residential density

Rural Population

0,000 Rural

1963 population outside of existing and future urban residential areas.

Planning District Boundary

Municipality or Subdistrict Boundary

PLANNING DISTRICTS

PLANNING DISTRICT	1971 POPULATION	FUTURE* POPULATION	AVERAGE GROSS DENSITY (persons)
1	161,800	213,000	97
2	197,600	262,300	99
3	372,500	574,000	91
4	196,600	245,400	33
5	79,500	155,200	28
6	33,500	290,900	46
7	45,500	68,400	39
8	161,400	193,800	15
9	39,700	74,500	23
10	79,500	155,200	32
11	111,800	170,300	23
12	13,600	88,000	30
13	173,200	219,200	27
14	51,700	94,600	30
15	19,700	105,900	24
16	21,000	227,500	28
17	30,600	150,000	19
Metropolitan Toronto	1,856,600	3,713,000	31

	Urban	Rural	Urban	Rural	
Metropolitan Toronto Area	1,843,100	13,500	3,713,000	13,000	31
Outside Metropolitan Toronto Planning Area	1,766,800	242,800	3,613,300	242,700	29
Planning Area	3,609,900	256,300	7,326,300	255,700	30

* Note: The figure relates to population accommodated within particular development.

Gross residential density is the ratio of population to land area designated as residential.

The boundaries of Planning Districts designated on the Map are based on population land use and transportation considerations which are not always consistent with purely local municipal boundaries. For local planning purposes and the precise area of District lines, is based approximately may provide for the distribution of population by municipal subdivisions as designated on this Map.

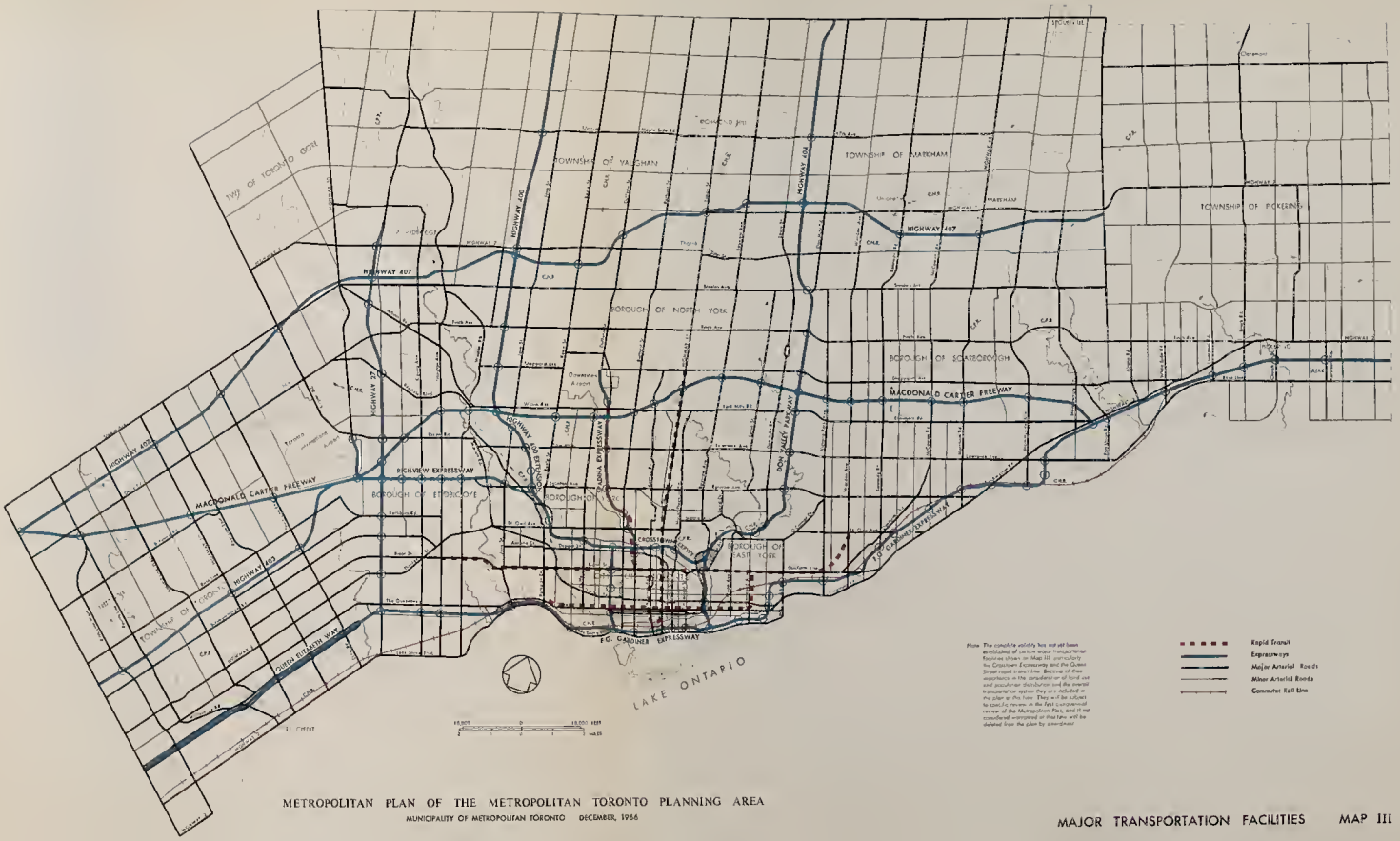
MUNICIPAL SUBDISTRICTS

PLANNING DISTRICT	MUNICIPAL SUBDISTRICT	1971 POPULATION	FUTURE* POPULATION	1971 GROSS DENSITY (Persons)
9	ETOBICOKE	114,900	213,800	44
	LORNE	23,900	44,200	36
3	NORTH YORK	46,900	53,500	29
	DOWNSVIEW	28,200	31,000	28
	YORK	259,200	361,300	11
1	EAST YORK	30,200	30,200	31
	NORTH YORK 1	93,200	93,100	19
	NORTH YORK 2	4,600	4,500	19
	TORONTO	183,600	197,500	56
9	EAST YORK	79,600	80,900	34
	TORONTO	166,900	170,200	39
		Urban	Rural	Urban	Rural	
17	11 RETSVILLE	4,700		31,000		20
	FORD TWP	11,200		31,000		20
19	FORD TWP	3,100		4,000		20
	TORONTO TWP	34,800	1,700	78,300	2,700	11
13	TORONTO GORE	1,700		1,500		
	VAUGHAN	306	3,800	1,300	3,600	3
	WOODBRIDGE	3,500		9,000		33
22	RICHMOND HILL	19,700		33,500		20
	VAUGHAN	11,300	3,500	119,300	3,600	19
21	MARKHAM TWP	7,100	3,200	8,200	3,200	12
21	MARKHAM TWP	7,100	4,000	8,200	4,000	12
	MARKHAM VIL	6,300		17,000		12
	STOUFFVILLE	3,200		7,000		12
23	AJAX	8,800		11,500		29
	PICKERING VIL	1,900		3,500		19
	PICKERING TWP	19,900	1,700	113,500	1,700	12

METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

POPULATION DISTRIBUTION MAP I

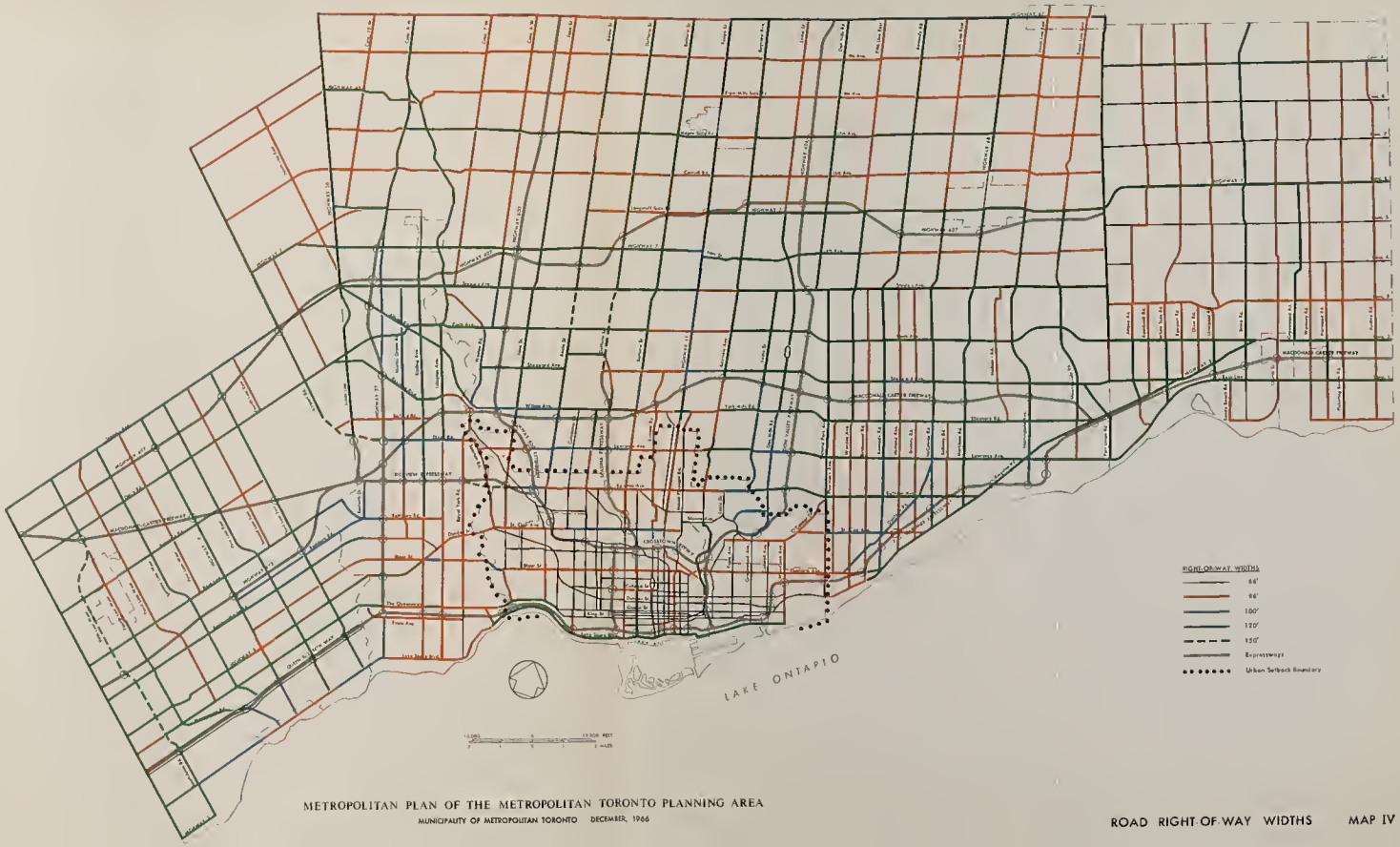


Note: The complete validity has not yet been established of certain major transportation facilities shown on Map III particularly the Crosstown Expressway and the Queen Street rapid transit line. Each is of great importance in the consideration of land use and pedestrian distribution and the overall transportation system they are included in the plan at this time. They will be subject to specific review in the first comprehensive review of the Metropolitan Plan, and if not considered warranted at that time will be deleted from the plan by amendment.

METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

MAJOR TRANSPORTATION FACILITIES MAP III



METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

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ROAD RIGHT-OF-WAY WIDTHS MAP IV

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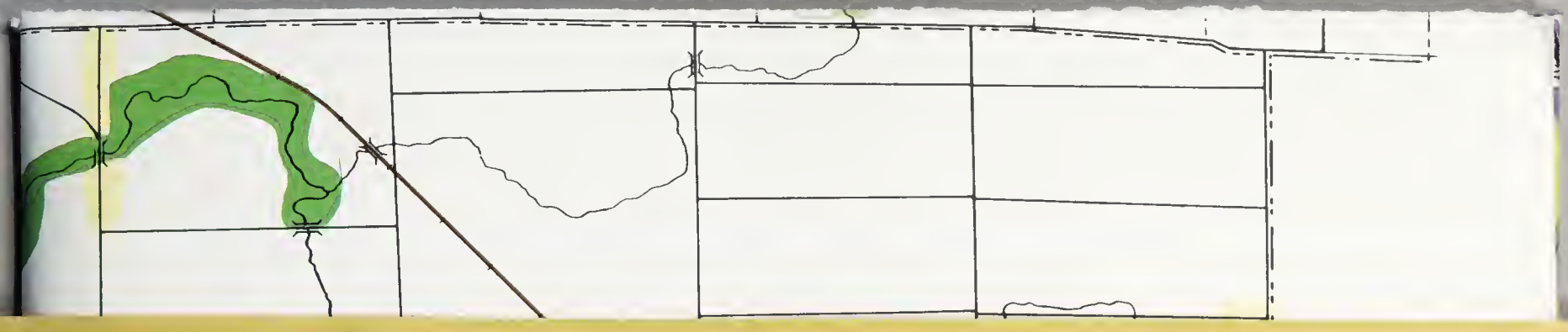

LAND USE PLAN MAP II

TOWNSHIP OF VAUGHAN

RICHMOND HILL

TOWNSHIP OF MARKHAM

MARKHAM

STOUFFVILLE

TOWNSHIP OF PICKERING

PICKERING

BOROUGH OF NORTH YORK

BOROUGH OF SCARBOROUGH

BOROUGH OF ETOBICOKE

BOROUGH OF YORK

BOROUGH OF EAST YORK

CITY OF TORONTO

TOWNSHIP OF TORONTO

TOWNSHIP OF TORONTO GORE

LAKE ONTARIO

Predominant Uses

- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (undefinite location)
- Industrial (urban)
- Industrial (rural)
- Major Institutional
- Public Open Space
- Private Open Space
- Transportation and Utilities
- Agricultural
- Urban Development Area Boundary
- Village Development Area
- Central Area
- Rural Area

METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

LAND USE PLAN MAP II